

CHAPTER FOUR: COMMENTS AND COORDINATION

Chapter 4 summarizes the coordination efforts with agencies and the public throughout the environmental documentation process. Chapter 4 is organized as follows:

- **4.1 Public and Agency Coordination:** This section includes descriptions of key meetings with agencies and with the public in general.
- **4.2 Agency Correspondence:** This section details the correspondence letters and e-mails from agencies.

4.1 PUBLIC AND AGENCY COORDINATION

Public involvement activities included:

- A project Web site maintained through UDOT at www.udot.utah.gov/dixiedriveinterchange that contained project information and updates on upcoming meetings and provided methods of contacting the project team.
- Newsletters, flyers, press releases, and other public notices prepared and distributed.
- A Project Information Line set up with a recorded message that was updated regularly.

The following is a list of meetings held between December 11, 2007 and December 2, 2008 as part of the coordination process for the Dixie Drive Interchange Environmental Assessment (EA), including a brief summary of minutes. The minutes are included in the Administrative Record.

In addition, regular team meetings were held with representatives from FHWA, UDOT, the City of St. George, the Dixie Metropolitan Planning Organization (DMPO), Horrocks Engineers, and HDR Engineering.

- December 11, 2007: Meeting with US Fish and Wildlife Service
- December 19, 2007: Meeting with Utah Division of Wildlife Resources
- December 20, 2007: Meeting with Utah Division of Wildlife Resources
- December 28, 2007: Meeting with Southgate Golf Course Representatives
- January 23, 2008: Meeting with the Utah Division of Wildlife Resources, the US Fish and Wildlife Service, and the Virgin River Program
- April 3, 2008: Meeting with FHWA re: Interstate Access Concept
- April 10, 2008: Meeting with Dixie Center Representatives
- June 12, 2008: Meeting with Dixie Convention Center Representatives
- July 1, 2008: Alternative Development and Screening Meeting



- September 19, 2008: Meeting with US Fish and Wildlife Services
- September 22, 2008: Meeting with the Federal Emergency Management Agency (FEMA)
- October 15, 2008: Meeting with the US Army Corps of Engineers
- December 2, 2008: Meeting with Local Business Owners

December 11, 2007: Meeting with US Fish and Wildlife Services

This meeting was held at the Salt Lake City offices of the US Fish and Wildlife Services. The purpose of this meeting was to discuss the potential impacts to threatened and endangered species in the project area from the proposed project and any other issues relating to the Santa Clara and Virgin rivers. The USFWS expressed concerns regarding roadway development in the floodplains associated with the Virgin River since any structure within the floodplain would affect habitat (even riprap) and could impede channel migration. The USFWS identified six species of concern and mentioned several conservation projects in the area, including one to relocate non-native fish species. The USFWS agreed to do a field review in January 2008.

December 19, 2007: Meeting with Utah Division of Wildlife Resources

This meeting was held at the Washington County Water Conservancy District in St. George. The purpose of this meeting was to discuss potential impacts from the project on wildlife resources in the project area. Issues discussed included nearby nesting habitats for the Southwestern willow flycatcher and fisheries in the project area. Steve Misner with the UDWR expressed concerns that putting any hardened structures in the Santa Clara and Virgin rivers would hamper efforts to eradicate non-native fish species by providing them with potential refuges.

December 20, 2007: Meeting with Utah Division of Wildlife Resources

This meeting was held via teleconference with Keith Day of the UDWR. The purpose of this call was to discuss issues regarding the Southwestern willow flycatcher habitat in the project area. Mr. Day explained although there is critical habitat in the area, it is only potential habitat for nesting or breeding and that the only bird sightings in the area were of temporary migrant uses. The yellow-billed cuckoo was also discussed as potentially being in the vicinity. Potential mitigation measures were discussed, including noise mitigation and the planting of dense native vegetation to improve potential nesting habitat. The possibility for Section 7 consultation and the preparation of a Biological Assessment were discussed.

December 28, 2007: Meeting with Southgate Golf Course Representatives

This meeting was held at the the City of St. George offices. The purpose of this meeting was to present the conceptual alternative designs of the proposed new interchange to the city officials who are responsible for the Southgate Golf Course relative to the golf course's potential



redesign to accommodate the new interchange. The City expressed its willingness to work its redesign of the Southgate Golf Course with the proposed project.

January 23, 2008: Meeting with the Utah Division of Wildlife Resources, the US Fish and Wildlife Service, and the Virgin River Program

This meeting was held at the offices of the Washington County Water Conservation District. The purpose of this meeting was to discuss potential impacts to the Virgin and Santa Clara Rivers, including aquatic species, and associated floodplains. The topics discussed included:

- The status of sensitive fish species in the Santa Clara and Virgin Rivers
- Potential timing restrictions for construction from April 1 to June 30 to avoid impacts during spawning periods
- Potential impacts to stream hydraulics and the possible need for hardened structures to be placed in the streambed to prevent flooding events
- Conservation agreements to help preclude the need for listing of additional species
- Possible mitigation measures, such as removing the one-lane bridge on the Santa Clara, purchasing more water for the Santa Clara river, revegetation of the banks, etc.

Several alternatives for the proposed project were presented, some of which would avoid direct impacts to the Virgin River. The officials from these agencies expressed their support for such a proposal.

April 3, 2008: Meeting with FHWA re: Interstate Access Concept

This meeting was held at the FHWA Utah Division Office. The purpose of this meeting was to discuss the proposed interchange concepts with FHWA to aid in the determination of whether a new interchange access is justified. A conceptual layout of the proposed Interstate Access for the Dixie Drive and Bluff Street Interchange was presented for review and comment. FHWA provided input and comments on the proposed interchange concept, which were addressed in a memorandum dated April 22, 2008 (see Section 4.2 of this chapter).

April 10, 2008: Meeting with Dixie Convention Center Representatives

This meeting was held at the Dixie Convention Center. The purpose of this meeting was to discuss potential impacts to the Dixie Convention Center from the new proposed interchange and to seek input into potential issues and concerns that would result. Issues raised included the need for additional parking and for mitigation for any lost parking stalls as a result of the project, access to the Dixie Convention Center, and potential impacts to an existing trailhead. Future expansion plans for the Dixie Convention Center were presented, along with the alternatives for the interchange.



June 12, 2008: Meeting with Dixie Convention Center Representatives

This meeting was held at the Dixie Convention Center. The purpose of this meeting was to discuss the proposed Dixie Drive Interchange and how it would potentially impact the Dixie Convention Center. Topics discussed included the expansion plans for the Dixie Convention Center, parking and access needs, proposed retaining walls to minimize impacts, reconfiguration of the trailhead, proposed interchange ramp configurations, and the presence of a floodplain in the area.

July 1, 2008: Alternative Development and Screening Meeting

This meeting was held at the Dixie Convention Center. The purpose of this meeting was to discuss the potential alternatives developed and screen them based upon their ability to meet the project's Purpose and Need. A broad range of alternatives were considered, including the No-action Alternative, transit alternatives, and several build alternatives.

All of the alternatives were first screened based on their ability to meet the projected 2035 traffic demand. This eliminated the transit alternative and several build alternatives that involved improvements to existing interchanges and/or roadways outside of the project area, constructing new interchanges and/or roadways outside of the project area, and improving the Bluff Street Interchange. The No-action Alternative would also not meet the projected 2035 traffic demand, but was advanced for further analysis in the EA in accordance with NEPA requirement. The Technically Preferred Alternative best met the projected 2035 traffic demand with a Single Point Urban Interchange (SPI) configuration. A consensus was reached among the project team to advance the Technically Preferred Alternative for evaluation in the EA, including the connections to the local roads in the area.

This meeting also discussed the project schedule and upcoming public involvement activities.

September 19, 2008: Meeting with US Fish and Wildlife Services

This meeting was held at the Salt Lake City offices of the US Fish and Wildlife Services. The purpose of this meeting was to update the USFWS on the progress of the environmental study and to seek further input into issues regarding threatened and endangered species associated with the Santa Clara and Virgin rivers. Issues discussed included the following:

- Status of the Biological Assessment/Biological Evaluation (BA/BE)
- Status of the FEMA Conditional Letter of Map Revision (CLOMR) for potential floodplain impacts
- Potential impacts to the previously identified species
- Need for a noise analysis on critical habitat
- Minimizing impacts to avian species from lighting and potential nesting habitat too close to the interchange
- Need for a drainage concept
- Construction methods and timing



September 22, 2008: Meeting with the Federal Emergency Management Agency (FEMA)

This meeting was held via conference call. The purpose of this meeting was to present the overall project and project objectives to FEMA and gather information needed for the Conditional Letter of Map Revision (CLOMR) that would be needed to address impacts to the floodplain. It was determined that, if the proposed project was not going to be an official, certifiable levee, then FEMA would require an additional hydraulic model and floodplain delineation dealing with the no levee scenario, including revised cross-sections. FEMA would also like the design of the proposed structures to be as final as possible prior to submittal.

October 15, 2008: Meeting with the US Army Corps of Engineers (USACE)

This meeting was held at the USACE Office in the City of St. George. The purpose of this meeting was to discuss potential impacts of the various alternatives for this project on threatened and endangered species in the Virgin River and the State-listed species found in the Santa Clara River. The discussion focused mainly on the recommended alignment, which would be close to the riverbanks of the Santa Clara River and would require scour protection, such as rip rap, sheet piles, and gabions. Pat McQueary with the USACE stated that she did not like exposed rip rap for appearance reasons and the lack of re-vegetation opportunities. USFWS does not like the idea of riprap because it provides refuge for the Red Shiner fish, which USFWS is trying to eradicate from the area. Pat also stated that the USACE would prefer the removal of the Tonaquint Bridge and that, if the area disturbed by the project could be limited to one-half acre, a nationwide permit could be issued.

December 2, 2008: Meeting with Local Business Owners

This meeting was held at the St. George City offices. The purpose of this meeting was to provide updated information regarding the project status to local business owners. Approximately eight business owners were in attendance, as well as the St. George City Engineer. The issues discussed included potential impacts to certain properties, traffic concerns, and the project schedule and construction dates, especially in light of the recent freeze placed on roadway construction projects due to funding concerns.



4.2 AGENCY CORRESPONDENCE

Correspondence letters (both sent and received) are shown in Table 4-1 and are included in the following pages, in order by date.

Table 4-1 Correspondence Sent and Received

Date	To	From	Subject
December 6, 2007	Benjamin Nuvamsa Hopi Tribe	Brenda Redwing FHWA	Tribal Consultation
March 11, 2008	Rebecka Stromness UDOT	Brenda Redwing FHWA	Logical Termini
March 12, 2008	Larry Crist USFWS	Brenda Redwing FHWA	Agency Scoping
March 12, 2008	Patrick Lambert USGS	Brenda Redwing FHWA	Agency Scoping
March 12, 2008	Kyle Downing USACOE	Brenda Redwing FHWA	Agency Scoping
March 12, 2008	Sylvia Gillen NRCS-Utah State Office	Brenda Redwing FHWA	Agency Scoping
March 12, 2008	Judy Watanabe FEMA	Brenda Redwing FHWA	Agency Scoping
March 12, 2008	Jim Crisp US BLM	Brenda Redwing FHWA	Agency Scoping
March 25, 2008	Nicole Tolley Horrocks Engineers	Seth McArthur Utah Dept. of Natural Resources	Section 6(f)
March 25, 2008	Nicole Tolley Horrocks Engineers	Keil Downing USACOE	Wetlands
April 2, 2008	Rebecka Stromness UDOT	John Harja RDCC	Air Quality
April 22, 2008	Kim Manwill UDOT	Russell Youd and Lee Cabell Horrocks Engineers	Interstate Access Concept
October 27, 2008	Dale Gourley Bighorn Archaeological Consultants	Martha Hayden Department of Natural Resources	Palentological File Search Results
November 17, 2008	Paul Abate USFWS	Stan Jorgensen Horrocks Engineers	USFWS Coordination
January 31, 2009	---	---	Notice to the Public of Section 4(f) <i>De Minimis</i> Impact - Proof of Publication
February 25, 2009	Kim Manwill UDOT	Patricia L. McQueary USACOE	Wetlands
March 5, 2009	Edward Woolford FHWA	Randall Taylor UDOT	Section 4(f) <i>De Minimis</i>
March 9, 2009	Kim Manwill UDOT	Roland Stanger FHWA	Dixie Drive Interchange Concept
			DOFOE





U.S. Department
Of Transportation
Federal Highway
Administration

Utah Division

2520 West 4700 South, Ste. 9A
Salt Lake City, UT 84118-1847

Date: December 6, 2007

File: SP-15(71)6

Mr. Benjamin Nuvamsa, Chairman
Hopi Tribe
P.O. Box 123
Kykotsmovi, AZ 86039

SUBJECT: Project #: SP-15(71)6
I-15, Dixie Drive Interchange, St. George, Washington County, Utah.

Dear Mr. Nuvamsa:

The Federal Highway Administration (FHWA), in cooperation with the Utah Department of Transportation (UDOT), are preparing an Environmental Assessment (EA) to study a new interchange between I-15 and Dixie Drive, in St. George, Washington County, Utah (see enclosed map). Traffic projections indicate that Dixie Drive will become a major corridor serving future development in the St. George area. The construction of a new interchange will provide access to western St. George and relieve congestion on nearby interchanges. The lands involved are privately owned and UDOT fee title lands.

In accordance with the regulations published by the Advisory Council on Historic Preservation, 36 CFR Part 800, the FHWA and the UDOT request that you review this information to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by this undertaking. If your organization is aware of any historic properties that may be impacted by the proposed project, we request your notification as such and your participation as a consulting party during the development of the environmental document.

The project area will be inventoried for cultural and paleontological resources by qualified archaeologists, and a report of the findings will be generated. A review copy of this report will be available to your office.

At your request, FHWA and UDOT staff will be available to meet with you to discuss any concerns you might have. Please be assured that we will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural historic properties that

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December 6, 2007

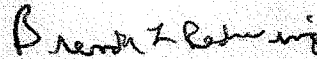
Page 2 of 3

might be affected by this proposed undertaking. We would also appreciate any suggestions you might have about any other groups or individuals that we should contact regarding this project.

A response within 30 days would be appreciated should you have concerns about this project and/or wish to be a consulting party. Please feel free to contact me at (801)963-0182, or Laurel Glidden at (435)865-5562 or at lglidden@utah.gov to answer any questions or provide any additional information.

Thank you for your attention to this project notification and any comments you may have.

Respectfully,



Brenda Redwing
Tribal Coordinator

Enclosures:

cc: Mr. Leigh Kuwanwisiwma, Director, Hopi Cultural Preservation Office
Laurel H. Glidden, UDOT Region 4, NEPA/NHPA Specialist

December 6, 2007

Page 3 of 3

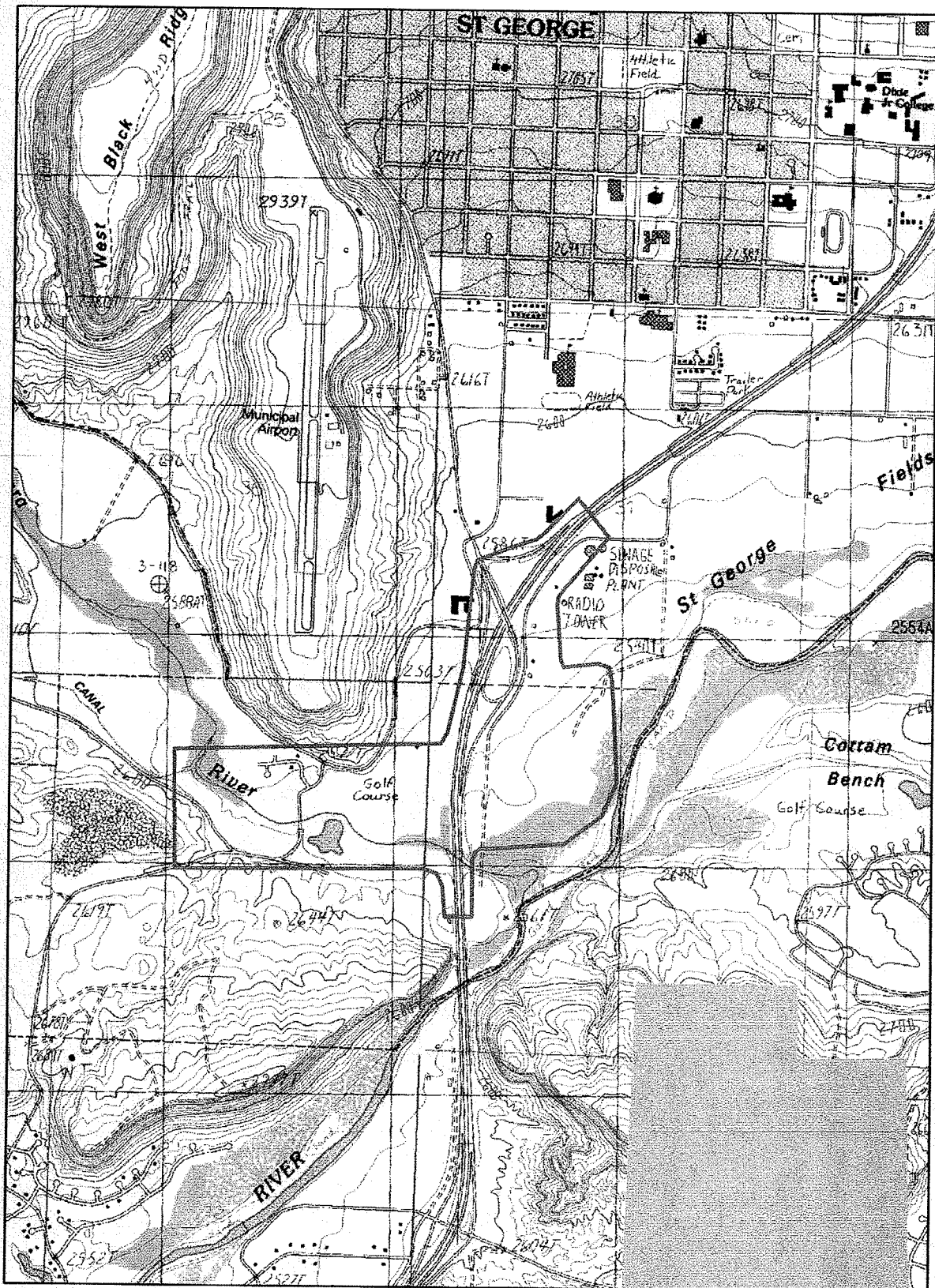
IDENTICAL COPIES OF THIS LETTER SENT TO THE FOLLOWING:

Tribal Contacts List For:

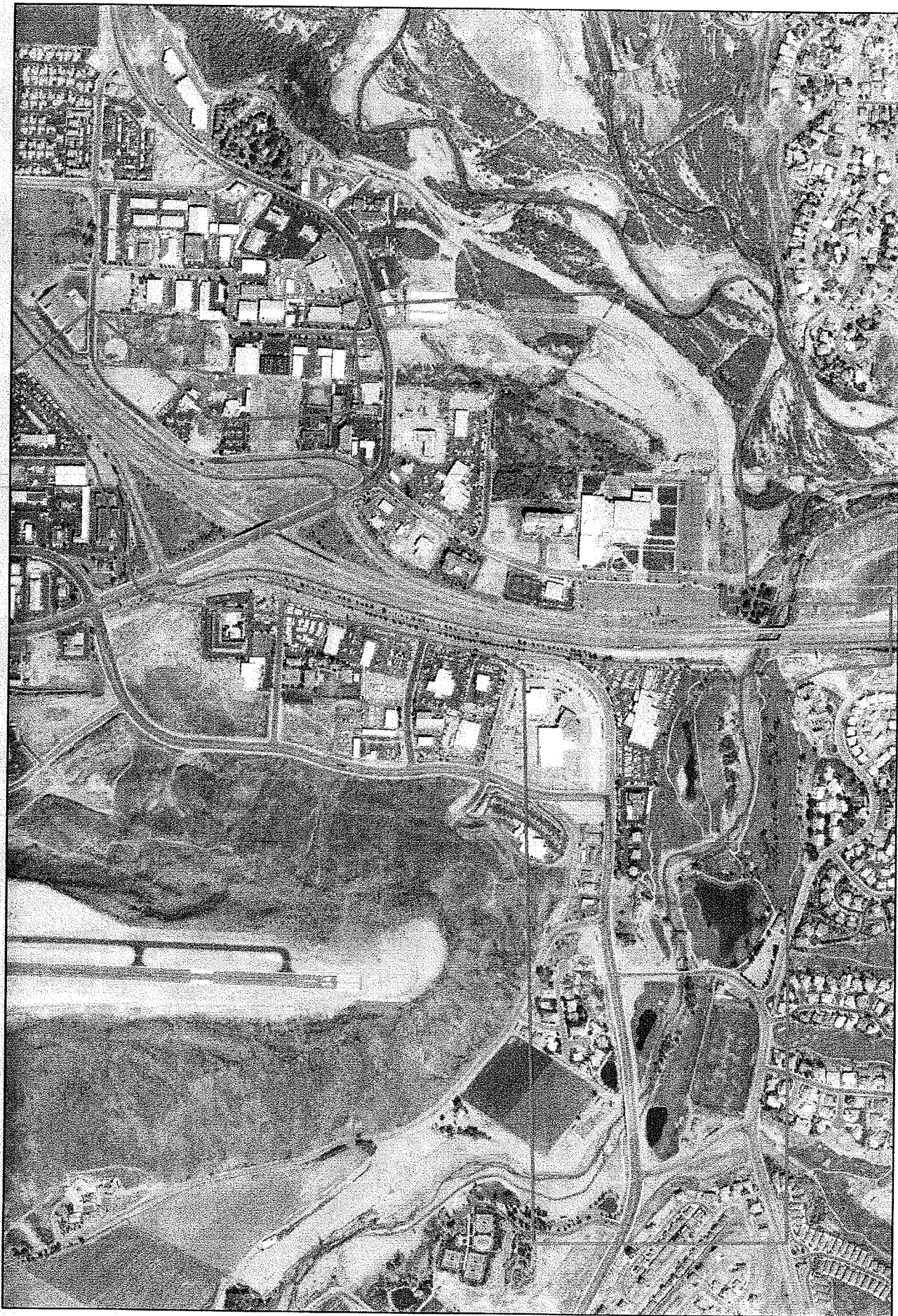
File: SP-15(71)6

Project Description: I-15, Dixie Drive Interchange, St. George, Washington County, Utah.

Original to:	CC to:
Mr. Benjamin Nuvamsa, Chairman Hopi Tribe P.O. Box 123 Kykotsmovi, AZ 86039	Mr. Leigh Kuwanwisiwma, Director Hopi Cultural Preservation Office Hopi Tribe P.O. Box 123 Kykotsmovi, AZ 86039
Ms. Lora E. Tom, Tribal Chair The Paiute Indian Tribe of Utah 440 North Paiute Drive Cedar City, UT 84720	Ms. Dorena Martineau Cultural Resource Representative Paiute Indian Tribe of Utah 440 North Paiute Drive Cedar City, UT 84720
Mr. Glenn Rogers, Chair Shivwits Band of Paiute Indians 370 North 400 West #2 St. George, UT 84770	
Ms. Ranae Pete, Chair Cedar Band of Paiute Indians 600 North 100 East Cedar City, UT 84720	
Ms. Ona Segundo, Chair Kaibab Band of Paiute Indians HC 65, Box 2 Fredonia, AZ 86022	



Project Location
I-15, Dixie Drive Interchange
Project #: SP-15(71)6
St. George, Utah USGS 7.5' Quadrangle



Project Location
I-15, Dixie Drive Interchange
Project #: SP-15(71)6
St. George, Utah





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Utah Division

2520 West 4700 South, Ste. 9A
Salt Lake City, UT 84118-1847

Date: March 11, 2008

File: S-I15-1(77)6

Ms. Rebecka Stromness
Utah Department of Transportation
Environmental Program Manager
4501 S 2700 W, Box 148450
Salt Lake City, UT 84114-8450

SUBJECT: Interstate 15, Dixie Drive Interchange
Project Termini

Dear Ms. Stromness,

As we previously discussed, the Federal Highway Administration (FHWA) has determined the logical termini for the *Interstate 15, Dixie Drive Interchange*, environmental assessment (EA) shall be the Dixie Drive Bridge (Structure #053046F) to the west of I-15 and the intersection of Dixie Drive and the unnamed local access road directly east of the convention center to the east of I-15 in Saint George, Washington County, Utah. Pursuant to the requirements of 23 CFR 771.111(f), the project termini as determined by FHWA (1) does not restrict consideration of alternatives, (2) has independent utility, and (3) connects logical termini and is of sufficient length to address environmental matters.

In accordance with FHWA policy and NEPA regulations, please ensure the EA documents environmental impacts associated with secondary and cumulative impacts within the project study area.

Should you have any questions or comments, please do not hesitate to contact me at (801) 963-0182, extension 250.

Yours truly,

Brenda Redwing, Area Engineer
Federal Highway Administration

cc: Project File
Mr. Kim Manwill, UDOT Project Manager, Region 4

ETW/dam

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U.S. Department
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Utah Division

2520 West 4700 South, Ste. 9A
Salt Lake City, UT 84118-1847

March 12, 2008

File: S-I15-1(77)6

Mr. Larry Crist
U.S. Fish and Wildlife Service (USFWS)
2369 W. Orton Circle, Suite 50
West Valley City, UT 84119

Subject: Environmental Assessment
I-15; Dixie Drive Interchange, St. George, Utah
UDOT Project No. S-I15-1(77)6

Dear Mr. Crist:

In cooperation with the Federal Highway Administration (FHWA), the Utah Department of Transportation (UDOT) has initiated an Environmental Assessment (EA) that will consider the construction of a new interchange on I-15 at approximately Mile Post 5 in St. George, Utah and the construction of and/or improvements to associated connecting roadways. The EA will serve to help UDOT decide how best to address existing and projected transportation demands at the Bluff Street Interchange. The project study area is located within T42S R16W Sections 35 and 36, T43S R16W Section 1 and 2, T42S R15W Section 31, and T43S R15W Section 6 (see attached project location map).

Environmental resources previously identified in the project area include the Santa Clara and Virgin Rivers and associated floodplains, publicly owned recreation resources (trails and golf course), and threatened and endangered species (potential for Wound fin minnow, Virgin River chub, and the Southwestern Willow Flycatcher).

At this time we request your assistance in identifying potential resources, concerns, requirements, or recommendations you may have relating to the proposed project. A formal scoping meeting will not be held for this project, but we are available to meet with individual agencies as needed. Additionally, further opportunity for comment will be provided at the public hearing, anticipated for winter of 2008.

Please send your input to Nicole Tolley at Horrocks Engineers, One West Main Street, PO Box 377, American Fork, UT 84003, or email to nicolet@horrocks.com by **April 9, 2008**.

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We appreciate your participation on this project. If you have any questions or comments regarding this letter, please contact Nicole with Horrocks Engineers at 801-763-5154.

Sincerely,

Brenda L Redwing

Brenda Redwing
Area Engineer

cc: Kim Manwill, UDOT Project Manager
Nicole Tolley, Horrocks Engineers
Project file

Attachment: Project Location Maps

BLR:dm

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U.S. Department
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Utah Division

2520 West 4700 South, Ste. 9A
Salt Lake City, UT 84118-1847

March 12, 2008

File: S-I15-1(77)6

Mr. Patrick M. Lambert
U.S. Geological Survey (USGS)
2329 Orton Circle
West Valley City, UT 84119-2047

Subject: Environmental Assessment
I-15; Dixie Drive Interchange, St. George, Utah
UDOT Project No. S-I15-1(77)6

Dear Mr. Lambert:

In cooperation with the Federal Highway Administration (FHWA), the Utah Department of Transportation (UDOT) has initiated an Environmental Assessment (EA) that will consider the construction of a new interchange on I-15 at approximately Mile Post 5 in St. George, Utah and the construction of and/or improvements to associated connecting roadways. The EA will serve to help UDOT decide how best to address existing and projected transportation demands at the Bluff Street Interchange. The project study area is located within T42S R16W Sections 35 and 36, T43S R16W Section 1 and 2, T42S R15W Section 31, and T43S R15W Section 6 (see attached project location map).

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Sincerely,

Brenda Z Redwing

Brenda Redwing
Area Engineer

cc: Kim Manwill, UDOT Project Manager
Nicole Tolley, Horrocks Engineers
Project file

Attachment: Project Location Maps

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U.S. Department
Of Transportation
Federal Highway
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Utah Division

2520 West 4700 South, Ste. 9A
Salt Lake City, UT 84118-1847

March 12, 2008

File: S-I15-1(77)6

Mr. Kyle Downing
U.S. Army Corps of Engineers (USACOE)
321 North Mall Drive, Suite L-101
St. George, UT 84790

Subject: Environmental Assessment
I-15; Dixie Drive Interchange, St. George, Utah
UDOT Project No. S-I15-1(77)6

Dear Mr. Downing:

In cooperation with the Federal Highway Administration (FHWA), the Utah Department of Transportation (UDOT) has initiated an Environmental Assessment (EA) that will consider the construction of a new interchange on I-15 at approximately Mile Post 5 in St. George, Utah and the construction of and/or improvements to associated connecting roadways. The EA will serve to help UDOT decide how best to address existing and projected transportation demands at the Bluff Street Interchange. The project study area is located within T42S R16W Sections 35 and 36, T43S R16W Section 1 and 2, T42S R15W Section 31, and T43S R15W Section 6 (see attached project location map).

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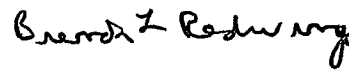
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Sincerely,



Brenda Redwing
Area Engineer

cc: Kim Manwill, UDOT Project Manager
Nicole Tolley, Horrocks Engineers
Project file

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U.S. Department
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Utah Division

2520 West 4700 South, Ste. 9A
Salt Lake City, UT 84118-1847

March 12, 2008

File: S-I15-1(77)6

Ms. Sylvia Gillen
Natural Resources Conservation Service (NRCS), Utah State Office
125 South State Street
Salt Lake City, UT 84111

Subject: Environmental Assessment
I-15; Dixie Drive Interchange, St. George, Utah
UDOT Project No. S-I15-1(77)6

Dear Ms. Gillen:

In cooperation with the Federal Highway Administration (FHWA), the Utah Department of Transportation (UDOT) has initiated an Environmental Assessment (EA) that will consider the construction of a new interchange on I-15 at approximately Mile Post 5 in St. George, Utah and the construction of and/or improvements to associated connecting roadways. The EA will serve to help UDOT decide how best to address existing and projected transportation demands at the Bluff Street Interchange. The project study area is located within T42S R16W Sections 35 and 36, T43S R16W Section 1 and 2, T42S R15W Section 31, and T43S R15W Section 6 (see attached project location map).

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Please send your input to Nicole Tolley at Horrocks Engineers, One West Main Street, PO Box 377, American Fork, UT 84003, or email to nicolet@horrocks.com **by April 9, 2008.**

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Sincerely,

Brenda L Redwing

Brenda Redwing
Area Engineer

cc: Kim Manwill, UDOT Project Manager
Nicole Tolley, Horrocks Engineers
Project file

Attachment: Project Location Maps

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U.S. Department
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Utah Division

2520 West 4700 South, Ste. 9A
Salt Lake City, UT 84118-1847

March 12, 2008

File: S-I15-1(77)6

Ms. Judy Watanabe
Federal Emergency Management Agency (FEMA)
P.O. Box 141710
1110 State Office Building
Salt Lake City, UT 84114-1710

Subject: Environmental Assessment
I-15; Dixie Drive Interchange, St. George, Utah
UDOT Project No. S-I15-1(77)6

Dear Ms. Watanabe:

In cooperation with the Federal Highway Administration (FHWA), the Utah Department of Transportation (UDOT) has initiated an Environmental Assessment (EA) that will consider the construction of a new interchange on I-15 at approximately Mile Post 5 in St. George, Utah and the construction of and/or improvements to associated connecting roadways. The EA will serve to help UDOT decide how best to address existing and projected transportation demands at the Bluff Street Interchange. The project study area is located within T42S R16W Sections 35 and 36, T43S R16W Section 1 and 2, T42S R15W Section 31, and T43S R15W Section 6 (see attached project location map).

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Sincerely,

Brenda Redwing

Brenda Redwing
Area Engineer

cc: Kim Manwill, UDOT Project Manager
Nicole Tolley, Horrocks Engineers
Project file

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U.S. Department
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Utah Division

2520 West 4700 South, Ste. 9A
Salt Lake City, UT 84118-1847

March 12, 2008

File: S-I15-1(77)6

Mr. Jim Crisp
U.S. Bureau of Land Management (BLM)
345 East Riverside Drive
St. George, UT 84790

Subject: Environmental Assessment
I-15; Dixie Drive Interchange, St. George, Utah
UDOT Project No. S-I15-1(77)6

Dear Mr. Crisp:

In cooperation with the Federal Highway Administration (FHWA), the Utah Department of Transportation (UDOT) has initiated an Environmental Assessment (EA) that will consider the construction of a new interchange on I-15 at approximately Mile Post 5 in St. George, Utah and the construction of and/or improvements to associated connecting roadways. The EA will serve to help UDOT decide how best to address existing and projected transportation demands at the Bluff Street Interchange. The project study area is located within T42S R16W Sections 35 and 36, T43S R16W Section 1 and 2, T42S R15W Section 31, and T43S R15W Section 6 (see attached project location map).

Environmental resources previously identified in the project area include the Santa Clara and Virgin Rivers and associated floodplains, publicly owned recreation resources (trails and golf course), and threatened and endangered species (potential for Wound fin minnow, Virgin River chub, and the Southwestern Willow Flycatcher).

At this time we request your assistance in identifying potential resources, concerns, requirements, or recommendations you may have relating to the proposed project. A formal scoping meeting will not be held for this project, but we are available to meet with individual agencies as needed. Additionally, further opportunity for comment will be provided at the public hearing, anticipated for winter of 2008.

Please send your input to Nicole Tolley at Horrocks Engineers, One West Main Street, PO Box 377, American Fork, UT 84003, or email to nicolet@horrocks.com **by April 9, 2008.**

MOVING THE
AMERICAN
ECONOMY



We appreciate your participation on this project. If you have any questions or comments regarding this letter, please contact Nicole with Horrocks Engineers at 801-763-5154.

Sincerely,

Brenda Redwing

Brenda Redwing
Area Engineer

cc: Kim Manwill, UDOT Project Manager
Nicole Tolley, Horrocks Engineers
Project file

Attachment: Project Location Maps

BLR:dm

MOVING THE
AMERICAN
ECONOMY



From: "Seth McArthur" <sethmcarthur@utah.gov>
To: <nicolet@horrocks.com>
Date: 3/25/2008 9:12 AM
Subject: Comment for Dixie Drive Interchange

Nicole,

I have reviewed the UDOT Project No. S-I15-1(77)6, Dixie Dr. Interchange St. George, UT, and find no 6(f) property near the study site.

Thanks,
Seth

Seth McArthur
Utah Department of Natural Resources
Parks and Rec.
LWCF Grants Coordinator
sethmcarthur@utah.gov
(801) 538-7354
Fax: (801) 538-7378

From: "Downing, Kiel G SPK" <Kiel.G.Downing@usace.army.mil>
To: <nicolet@horrocks.com>
Date: 3/25/2008 5:02 PM
Subject: Dixie Drive Interchange

Nicole,

I have received your request for assistance in identifying potential resources, concerns, requirements, or recommendation regarding this proposed project. At this time, a preliminary JD should be submitted to our office so we may verify the extant of the Corp's regulatory jurisdiction. Information regarding jurisdiction can be found at our website (<http://www.spk.usace.army.mil/organizations/cespk-co/regulatory/>). If you have any questions, feel free to contact me.

Kiel Downing
Regulatory Project Manager
U.S. Army Corps of Engineers
St. George Regulatory Office
kiel.g.downing@usace.army.mil
Phone: 435-986-1961



State of Utah

JON M. HUNTSMAN, JR.
Governor

GARY R. HERBERT
Lieutenant Governor

Office of the Governor

PUBLIC LANDS POLICY COORDINATION

JOHN HARJA
Director

RESOURCE DEVELOPMENT COORDINATING COMMITTEE
Public Lands Section

April 2, 2008

Rebecka Stromness
Department of Transportation
Calvin Rampton Complex
4501 South 2700 West
Salt Lake City, Utah 84119-5998

SUBJECT: I-15 Dixie Drive Interchange - Environmental Assessment (EA)
Project No. 08-9050

Dear Ms. Stromness:

The Resource Development Coordinating Committee (RDCC) has reviewed this proposal to construct a new I-15 interchange near mile post #5 in Washington County. The Division of Air Quality comments:

This proposal will not require an air quality permit. However, if any "non-permitted" rock crushing plants, asphalt plants, or concrete batch plants are located at the site, an Approval Order from the Executive Secretary of the Air Quality Board will be required for operation of the equipment, including all equipment not permitted in Utah. A permit application, known as a Notice of Intent (NOI), should be submitted to the Executive Secretary at the Utah Division of Air Quality at 150 North, 1950 West, Salt Lake City, Utah, 84116 for review according to R307-401: Permit: Notice of Intent and Approval Order, of the Utah Air Quality Rules. The guidelines for preparing a NOI are available on-line at:

<http://www.airquality.utah.gov/Permits/FORMS/NOIGuide8.pdf>

The proposed project, in Washington County, is subject to R307-205-5: Fugitive Dust, of the Utah Air Quality Rules, due to the fugitive dust that is generated during the excavating phases of the project. These rules apply to construction activities that disturb an area greater than 1/4 acre in size. A permit, known as an Approval Order, is not required from the Executive Secretary of the Air Quality Board, but steps need to be taken to minimize fugitive dust, such as watering and/or chemical stabilization, providing vegetative or synthetic cover or windbreaks. A copy of the rules may be found at:

www.rules.utah.gov/publicat/code/r307/r307.htm

The Committee appreciates the opportunity to review this proposal. Please direct any other written questions regarding this correspondence to the Resource Development Coordinating Committee, Public Lands Section, at the above address, or call the Director, Jonathan G. Jemming, at (801) 537-9023, or Carolyn Wright at (801) 537-9230.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Harja".

John Harja
Director

To: Kim Manwill, P.E.

From: Russell Youd, P.E.
Lee Cabell, P.E.

Date: April 22, 2008



Subject: Dixie Drive Interchange - Interstate Access Concept Information for FHWA

At our last meeting with the Federal Highway Administration (4/3/08), Horrocks Engineers presented a conceptual layout of the Interstate Access for the Dixie Drive & Bluff Street Interchange system. This concept consisted of seven access points (three northbound ramps and four southbound ramps) to the interstate connected by one-way collector/distributor roads between the interchanges. The concept followed AASHTO standards in all areas, though some design elements did use AASHTO minimum values to meet terrain/topography constraints. An HCS analysis and VISSIM model were developed to evaluate the traffic operational feasibility of this concept.

In our review of the concept with FHWA, several questions were raised regarding the proposed interchange concept. A summarization of the questions and our responses are as follows:

1. ***The Bluff Street NB off-ramp needs to have a second lane added and the weave section on the C/D needed additional analysis.*** We have added this second lane to the interchange geometry and traffic models. The off-ramp weave section operates as a Type B weave, reducing the amount of weaving on the collector/distributor road. HCS weaving analysis indicates the weave section on the NB C/D road now functions unconstrained with a weaving segment density 26.92 pc/mi/ln and a weaving speed of 36.17 mph. This correlates to a level of service (LOS) of "C" for this configuration.
2. ***Lengthen the SB Dixie on-ramp as appropriate and re-analyze.*** The design geometry of the ramp was modified by lengthening the first lane drop taper. This provides a longer distance for vehicles to navigate the lane drops on the ramp and reduces merging impacts on the mainline flow.
3. ***Change the Dixie Drive NB on-ramp to a 2-lane ramp by changing the WB/NB right turn to a yield controlled movement.*** This change was made to the geometry of the interchange. The resulting configuration allows for the EB/NB dual left of the SPUI to operate with a downstream lane drop prior to merging with the NB off-ramp from I-15. No significant delays in the WB/NB traffic were observed as they yielded to the left turning traffic.
4. ***Perform a select link analysis to determine the amount of traffic using I-15 as a local connection between Dixie/Bluff and Brigham Road.*** The select link analysis showed that 30% of the traffic from Bluff Street and 35% of the traffic from Dixie Drive exited at the Brigham Road Interchange. This accounts for about one-half of the total SB off-ramp volumes at Brigham Road. Based on the select link numbers, an HCS weave analysis was performed for the SB 1,850 foot weave section on I-15 between Dixie Drive and Brigham

Road. The analysis shows that the section would be unconstrained with a weave density of 27.10 pc/mi/ln and a speed of 48.96 mph which corresponds to a LOS "C". The amount of traffic using this section of I-15 as a local connector is due to the lack of available local streets connecting the two interchanges. The extreme topography of the area prohibits the construction of any local connections as well. The alternate north/south connections that exist are too distant from the population centers to effectively draw traffic out of the interstate system and on to the local streets. The nearest available local street routes connecting the two interchanges are shown in the attached figure.

5. ***Add the Brigham Road interchange to the analysis to determine the downstream effects.*** The Brigham Road interchange was added to the VISSIM model. Using the results from the select link analysis, it was found that the operations on Interstate 15 were not negatively impacted between Dixie Drive and Brigham Road due to the Dixie Drive interchange concept. Improvements that were recommended in a previous study of the Brigham Road interchange were included in the 2035 analysis. The function of the roundabout interchange was preserved with these improvements. No backing onto the interstate was observed for the peak hour time.
6. ***Compare the AM and PM peak hour volumes to ensure that the worst case (highest volume) scenario is being looked examined.*** AM and PM volumes for the corridor were determined from the current DMPO regional travel demand QRSII model. The difference between AM and PM volumes was generally within 10% for the southbound direction of travel. Travel demand for the northbound direction is generally higher for the PM peak hour. The PM peak hour, therefore, represents the highest traffic volumes for the system.

We have also included with this memorandum three figures showing features of the I-15 corridor. The first provides the lengths of ramps and merge areas in the study area. Traffic volumes for the PM peak hour are also included. The second figure is from the St. George city master plan, showing improvements that are planned in this area for the next 20 years. The third shows an aerial photo illustrating the limited number of north/south connections available in the region.

Please do not hesitate to call with any questions regarding this information or with requests for additional information that you may need to reach a decision.

Cc: Brenda Redwing, FHWA
Roland Stanger, FHWA
Carlos Machada, FHWA



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Governor

GARY R. HERBERT
Lieutenant Governor

State of Utah

DEPARTMENT OF NATURAL RESOURCES

MICHAEL R. STYLER
Executive Director

Utah Geological Survey

RICHARD C. ALLIS
State Geologist/Division Director

October 27, 2008

Dale Gourley
Bighorn Archaeological Consultants
3790 Nicholas Drive
Santa Clara UT 84765

RE: Paleontological File Search and Recommendations for the Cultural Resource Inventory of the Dixie Drive Interchange Project, Washington County, Utah
U.C.A. 63-73-19 (Paleontological) Compliance; Request for Confirmation of Literature Search according to the UDOT/UGS Memorandum of Understanding.

Dear Dale:

I have conducted a paleontological file search for the Dixie Drive Interchange Project in response to your letter of October 25, 2008. This project qualifies for treatment under the UDOT/UGS executed Memorandum of Understanding.

There is one paleontological locality recorded in our files within this project area, consisting of fossil plant material from the Shinarump Conglomerate Member of the Triassic Chinle Formation. However, this locality is rated as insignificant and will not be impacted by this project. Surficial deposits along most of this project right-of-way consist primarily of Quaternary and Recent alluvial deposits, which have a low potential for yielding significant fossil localities. There may also some exposures of the Shinarump Conglomerate and Petrified Forest Members of the Chinle Formation that has the potential for yielding significant fossil localities. However, unless fossils are discovered as a result of construction activities, this project should have no impact on paleontological resources.

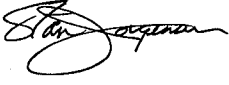
If you have any questions, please call me at (801) 537-3311.

Sincerely,

Martha Hayden
Paleontological Assistant



To: Mr. Paul Abate
U.S. Fish and Wildlife Service
2369 W. Orton Circle, Suite 50
West Valley City, UT 84119

From: Stan Jorgensen, P.E. 

Date: November 17, 2008

Memorandum

Subject: Coordination with USFWS for the Environmental Assessment for I-15; Dixie Drive Interchange, St. George, Utah - UDOT Project No. S-115-1(77)6

Paul, as follow up to our September 19, 2008 meeting, we are providing additional information relating to: predicted noise impacts during and after construction, structure types and methods of construction, water quality and bmps, storm drainage, and a discussion of the need for the western segment of Dixie Drive. Our intent is for this information to aid in preparation of the Biological Evaluation and informal consultation. Please don't hesitate to contact us if there is additional information relating to the project that we can provide to aid in coordination and decision making.

PROJECT OVERVIEW

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT), in conjunction with the City of St. George, propose to construct a new interchange on I-15 at approximately Mile Post 5 in St. George, Utah. The project area is located in the City of St. George, Washington County, Utah, and includes the I-15 corridor between the Bluff Street Interchange and the Virgin River crossing. The Dixie Drive Interchange would be interconnected with the Bluff Street Interchange through a system of one-way collector/distributor roads. The Dixie Drive Interchange would tie into Dixie Drive just before the existing Dixie Drive Bridge over the Santa Clara River, to the west, and at Dixie Drive just behind the Convention Center, to the east.

The purpose of this project is to address projected traffic demand and operations for the Bluff Street Interchange. This is needed due to the inadequate transportation facilities at the Bluff Street Interchange that lack capacity for future traffic demand. The increase in future traffic demand at the Bluff Street Interchange can be attributed to several factors: population growth, traffic volume growth, and economic development.

The Preferred Alternative primarily includes:

- A new Single Point Interchange on I-15 at approximately Dixie Drive(Mile Post 5) that would be interconnected with the Bluff Street Interchange through a system of one-way collector/distributor roads.
- Four new structures over the Santa Clara River.
- A new seven lane roadway that would connect the Dixie Drive Interchange to the road network on the west side of I-15.
- A new roadway to connect Dixie Drive Interchange to the existing Dixie Drive to the east.

NOISE

This section discusses information relative to noise before, during, and after construction. Traffic noise levels are measured in A-weighted decibels (dBA). The A-scale emphasizes the higher frequency noise content. Figure 1 illustrates A-scale sound levels of common sounds.

Current Traffic Noise

Currently, traffic noise in the southwestern willow flycatcher habitat ranges from about 60 dBA in the area closest to I-15 to about 51 dBA about 3,700 feet away from the project (see Figure 2).

Noise During Construction

Construction noise was predicted using the FHWA Roadway Construction Noise Model (RCNM). The RCNM predicts noise emissions from construction equipment. The construction equipment likely to be used for the Dixie Drive Interchange project includes:

- Auger Drill Rig
- Backhoe
- Compactor (ground)
- Compressor (air)
- Concrete Mixer Truck
- Concrete Pump Truck
- Concrete Saw
- Crane
- Dozer
- Drill Rig Truck
- Dump Truck
- Excavator
- Front End Loader
- Generator

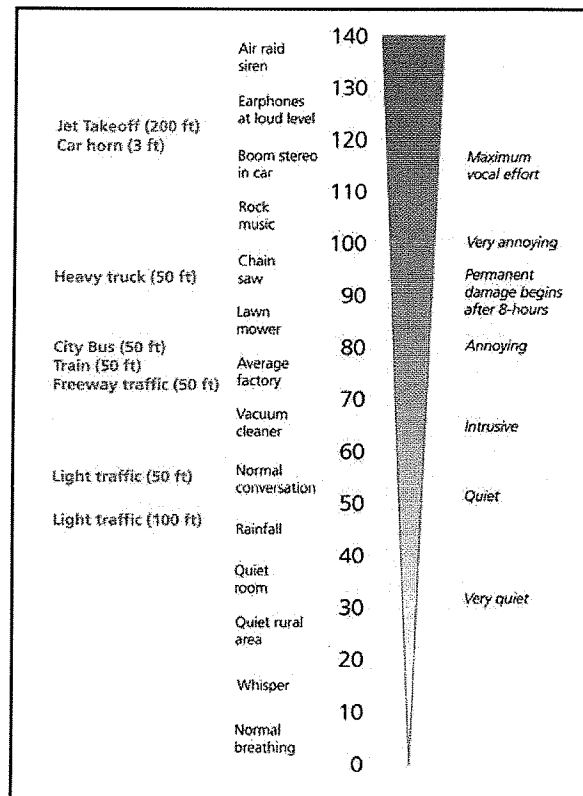


Figure 1 - Sound Levels (in dBA) of Common Sounds

- Grader
- Jackhammer
- Man Lift
- Mounted Impact Hammer (hoe ram)
- Paver
- Pickup Truck
- Pneumatic Tools
- Roller
- Vacuum Excavator (Vac-truck)
- Vibratory Pile Driver
- Warning Horn
- Welder/Torch

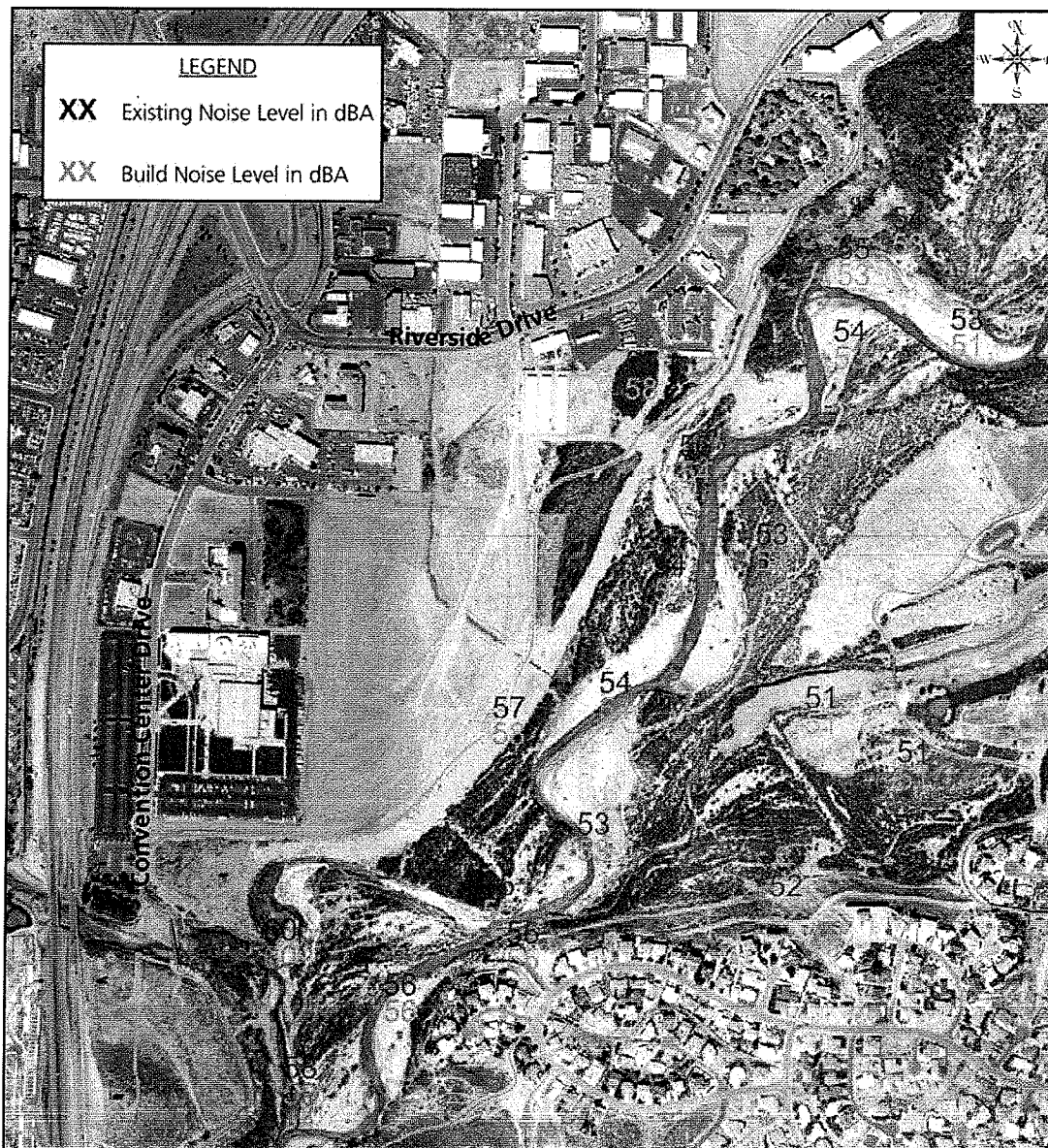


Figure 2 - Existing and Build Noise Levels in dBA

Table 1 and Figure 3 show the results of the RCNM. It is important to note the following construction noise levels would represent the worst case scenario – when the vibratory pile driver is in use. It is anticipated that the vibratory pile driver would be a short-term activity and would only be used for temporary bridge construction, if needed.

Table 1 RCNM Results

Distance from Construction	Leq (dBA)
50-ft	96
100-ft	90
200-ft	84
500-ft	76
1,000-ft	70
1,500-ft	66
2,000-ft	64
2,500-ft	62
3,000-ft	60

Predicted Build Traffic Noise

Predicted build traffic noise was estimated with FHWA's TNM noise model, taking into account predicted future traffic volumes. As shown in Figure 2, future noise levels would be the same or similar to the existing noise within the Southwestern Willow Flycatcher habitat. The reason that noise levels would be similar is that the free-flow traffic conditions (worst case scenario for noise) on I-15 would not substantially change in the future. In addition, the interchange would be elevated several feet in comparison to the habitat. This elevation difference would decrease noise levels in comparison to roadway improvements that would be at grade. In some areas of the habitat (specifically, the area adjacent to Riverside Drive) the build noise levels would actually decrease. This is because traffic volumes would be less along Riverside Drive in 2035 than current traffic volumes because of the added interchange improvements.

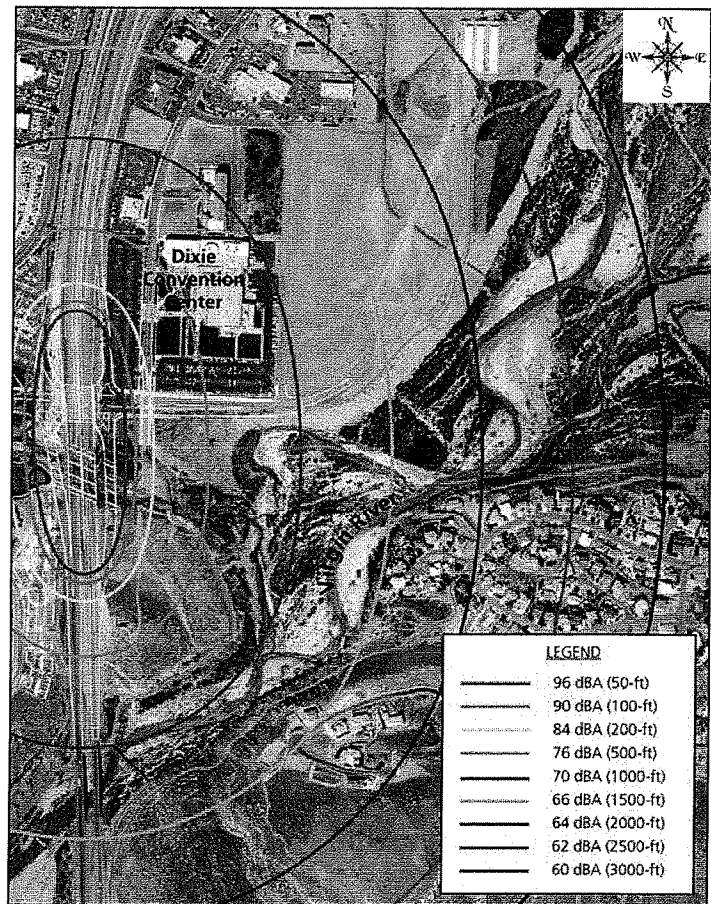


Figure 3 - RCNM Results

STRUCTURES

Bridges Over the Santa Clara

The existing I-15 Bridges over the Santa Clara River consist of concrete superstructures and substructures. The piers are wall-type and abutments are full-retaining. Both structures will be removed and replaced with wider structures. The original bridge plans show that the existing bridges constrict the channel.

We anticipate the contractor will utilize traditional methods of removal using a trackhoe/hydraulic hammer to break the concrete into manageable pieces. The pieces will be loaded into dump trucks and hauled to an appropriate waste site. Existing substructures are to be removed to a minimum of 2-feet

below the river channel. Cofferdams could be used to isolate in-channel work areas from river flow to prevent entry of concrete debris to the river.

There will be four new roadway structures constructed over the river. Two will replace the I-15 mainline structures. Also, two new ramp bridges will be required for the new interchange. We expect that these new bridges will be 3-spans with spill-thru abutments founded on 2:1 slopes to help open the channel back to where it originally was. Piers will be wall-type unless we find that the drift potential of the channel is low in which case we will utilize multiple round column bents. From previous projects in the area we anticipate using drilled shafts for the foundations. The superstructures will either be precast-prestressed concrete girders or steel girders. The bridge decks and substructures will be cast-in-place concrete using traditional forming techniques. We anticipate that the new girders will not be lower than the current girders.

The piers or bents will be placed away from the main watercourse to the extent possible but at least one and maybe more will require de-watering to construct. Protection will be required for the banks of the river to protect the abutments and trail. The trail currently has about 8-feet of clearance under the girders and we will try and meet or exceed this clearance (10-feet would be desirable).

Dixie Drive Interchange

This structure will be a brand new two-span interchange north of the Santa Clara River. The superstructure will consist of precast-prestressed concrete girders and cast-in-place concrete substructures. Drilled shafts are expected for the foundations. The bridge deck will be cast-in-place concrete.

Bank Protection/Stabilization for South side of Dixie Drive

Stabilization for portions of the south edge of Dixie Drive (where the riverbank is in close proximity to the proposed roadway alignment) will be achieved with structural elements to maintain a natural channel appearance. The bank stabilization is assumed to be placed at existing grades and constructed so that the size and flood-carrying capacity of the existing Santa Clara River channel are maintained.

WATER QUALITY AND BMPS

This section provides an overview of the current water quality in the study area, identifies preliminary issues associated with construction and operation of the proposed Dixie Drive Interchange project, and discusses Best Management Practices (BMPs) that are being considered as part of the Dixie Drive Interchange project.

Water Quality and Preliminary Issues

The proposed Dixie Drive project would consist of a new interchange on I-15 and associated access roads and freeway ramps. The project would be located in and adjacent to the Santa Clara River near its confluence with the Virgin River. The project would place bridge piers in the river and could require some bank stabilization on the north side of the Santa Clara River.

Both the Santa Clara and Virgin Rivers are impaired water bodies that support state and federally listed fish species. The Santa Clara River is impaired for total dissolved solids (TDS), temperature, and selenium, and the Virgin River is impaired for TDS. Six native fish species are present in the Virgin River including the speckled dace and the federally endangered woundfin and Virgin River chub. The other three species—Virgin spinedace, desert sucker, and flannelmouth sucker—are listed as Utah state species of special concern. The Santa Clara River has some desert sucker and speckled dace. Part of the

Virgin Spinedace Conservation Agreement and Strategy is to restore Virgin spinedace to the Santa Clara River from Gunlock Reservoir, which is downstream of the Virgin River confluence.

The construction and operation of the Dixie Drive project could result in temporary increased sedimentation into the Santa Clara River from ground disturbance during construction, increased sedimentation from placing bridge piers in the river, and increased sedimentation immediately after removing the Tonaquint Drive Bridge over the Santa Clara River (if it is decided to remove the bridge).

The operation of the Dixie Drive project could result in increased storm water runoff due to increased impervious area. Also, placing bank stabilization on the north side of the Santa Clara River could alter habitat for state and federally listed species.

Best Management Practices and Mitigation Measures

BMPs and mitigation measures are still being developed as part of the design process for the project. During construction, the amount of sediment in the Santa Clara River could increase due to storm water runoff from disturbed ground. In addition, placing bridge piers and stabilizing the bank of the Santa Clara River would require work directly in the waterway. The following construction BMPs are being considered:

- **Cut-and-Fill Slopes** - Provide erosion control on all cut-and-fill slopes by applying compost or mulch to the slope or through other means. Establish native vegetation on the slope where possible. Where possible, provide vegetated filter strips. Vegetation in filter strips slows the velocity of the storm water enough that larger suspended particles settle out, metals can be taken up by the organic material in the soil, and the dissolved metal cations can be exchanged in the clay minerals in the soils or removed by the vegetation. The reduction in velocity also allows more time for oil and grease to volatilize, photodegrade, biodegrade, or be taken up by organic components in the vegetation or soils.
- **Construction Permits** - Construction projects, such as the Dixie Drive Interchange project, that disturb more than one acre of land are covered under the statewide Utah Pollutant Discharge Elimination System (UPDES) storm water permit. To obtain a UPDES permit, a Notice of Intent must be submitted to the Utah Division of Water Quality (UDWQ) describing the construction activities. A Storm Water Pollution Prevention Plan (SWPPP) that includes a Temporary Erosion and Sediment Control Plan must be developed prior to submitting the Notice of Intent for the UPDES permit. The Temporary Erosion and Sediment Control Plan will identify BMPs as well as site-specific measures to minimize erosion and prevent eroded sediment from leaving the construction zone. Potential BMPs that could be included in the permit are silt fences, silting basins, retention ponds, check dams, and slope drains.
- **Removal of Tonaquint Drive Bridge.** As part of the project, the Tonaquint Drive Bridge over the Santa Clara River could possibly be removed. It is our understanding the USFWS would support this action. It is expected that if the bridge is removed, the amount of sediment in the river could temporarily increase immediately after the bridge is removed. If the bridge is to be removed, it should be done when the river flow is low.
- **Opportunity For Santa Clara River channel improvements** – As the project will impact three holes of the South Gate Golf Course, there may be opportunity for improvements/enhancements to the Santa Clara River channel through the golf course property as part of the golf course reconfiguration.

STORM WATER

The Proposed Action includes implementation of a new storm drain system to collect storm water within the project area. The system will include curbs, gutters, catch basins, pipelines, and detention basins.

Detention basins will reduce storm flow peaks and velocities, will reduce the levels of total suspended solids (TSS) and metals from highway runoff, and will help prevent storm water runoff from increasing the temperature of receiving streams by slowly releasing potentially warmer runoff into receiving water bodies. Detention basins will be designed in accordance with UDWQ standards by incorporating oil skimming devices and grease traps and by providing 30-minutes of detention time to adequately capture sediment and pollutants before discharging storm water to the Santa Clara and Virgin Rivers.

Additionally, a Storm Water Pollution Prevention Plan will be developed and incorporated into the final design plans of the project and a Notice of Intent form will be submitted to the UDWQ prior to construction of the project. Short term impacts to water quality will be minimized through implementation of UDOT's BMPs.

WHY WE NEED THE WEST SEGMENT OF DIXIE DRIVE

As discussed briefly in our meeting, many roadway configurations and connection options were evaluated for the roads west of I-15 in the area of the new proposed Dixie Drive Interchange. In response to your question about the possibility of just ending Dixie Drive at the Black Ridge Drive extension and using Black Ridge Drive and the existing Hilton Drive/Dixie Drive for the project, we offer the following reasons as to why that would not meet our project's Purpose and Need and would not satisfy current and future travel demand in the area:

- **Insufficient traffic capacity** – The 2035 traffic volume projections for the segment of Dixie Drive between Black Ridge Drive and 650 West (the next intersection to the west just across the Santa Clara River bridge) is over 40,000 vehicles per day. Without the extension of Dixie Drive as currently shown in the Preferred Alternative, all of these vehicles would have to make left and right turning movements at the intersections of Dixie Drive/Black Ridge Drive, Black Ridge Drive/Hilton Drive, Hilton Drive/Indian Hills Drive, and Dixie Drive/Indian Hills Drive. The capacity for even a triple left turn lane movement is less than 10,000 vehicles per day so there is absolutely no way all the traffic that is projected to use Dixie Drive could be accommodated under this scenario and the street system would fail. Additionally, the relatively close spacing on Black Ridge Drive between Dixie Drive and Hilton Drive does not provide nearly enough room to store all the vehicles that would stack up between the intersections under this scenario.
- **Does not satisfy FHWA policy** – From the "FHWA Policy and Procedures for New or Revised Interstate Access Approval" it states, "Cross roads and other roads and streets shall be included in the analysis to the extent necessary to assure their ability to collect and distribute traffic to and from the interchange with the new or revised access points." As described in the above bullet point, without the Dixie Drive extension as proposed in the Preferred Alternative, there is insufficient capacity on the local street system and the FHWA criteria would be violated. The Dixie Drive west side connection is an absolutely necessary component of the local street system that is required to collect and distribute traffic to and from the new interchange.

SPECTRUM

Communications Company

LEGAL NOTICES

ministration (FHWA), providing the Utah Department of Transportation (UDOT) has initiated an Environmental Assessment (EA) together with an Interchange Justification Report (IJR) that will consider the construction of a new interchange on I-15 (at approximately Mile Post 5 in St. George, UT) and the construction of and/or improvements to associated connecting roadways. The following publicly owned recreation resources could be affected by the subject project: South Gate Golf Course, Hilton Drive Trail, Virgin River Trail, and Confluence Trailhead.

Based on the impacts and measures to minimize harm described above, UDOT recommends that pursuant to Section 6009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the associated Section 4(f) Final Rule 23 CFR 774.5(b)(2)(ii), the effects of the proposed project on the South Gate Golf Course, Hilton Drive Trail, Virgin River Trail, and Confluence Trailhead meet the impacts criteria and requirements specified in SAFETEA-LU for a *de minimis* impacts finding. For publicly owned recreation resources, a *de minimis* impact is one that will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).

The project could require 13 acres of the South Gate Golf Course area to be acquired for roadway improvements, impacting three holes. To minimize harm to the golf course, the project would assist in the relocation of the golf course.

Approximately 3,000 linear feet of the Hilton Drive Trail could be impacted by the project. Measures to minimize harm would include realigning and reconstructing affected portions of the trail and providing a grade-separated crossing to allow the trail to cross beneath the proposed Dixie Drive roadway.

Approximately 1,200 feet of the Virgin River Trail could be impacted by the proposed project. Measures to minimize harm would include realigning and reconstructing affected portions of the trail.

Impacts to the Confluence Trailhead could include access restriction, loss of 0.3 acres, impacts to 40 parking stalls, impacts to restrooms and an informational kiosk, and loss of some mature trees and landscaping. Measures to minimize harm would include

LEGAL NOTICES

LEGAL NOTICES

9:00 a.m. to 5:00 p.m.
Trustee No. 94100-575

Pub#L5954
published on
January 31,
February 7 & 14,
2009.
The Spectrum
UPAXLP

NOTICE OF TRUSTEE'S SALE

The following described property will be sold at public auction to the highest bidder at the time of sale on the

NOTICE TO THE PUBLIC OF SECTION 4(F) DE MINIMIS IMPACT

On Proposed
Roadway
Improvements for

UDOT Project No.
S-115-1(77)6;
Environmental
Assessment: I-15;
Dixie Drive
Interchange,
St. George, Utah

In cooperation with the
Federal Highway Ad-

PROOF OF PUBLICATION

STATE OF UTAH SS.
COUNTY OF WASHINGTON

Molly Jones, being duly sworn,
deposes and says that she is
an accounting representative, at
the daily newspaper published at
St. George, Washington County,
State of Utah, also distributed in
Iron County, and that the notice

PUB # : L5948

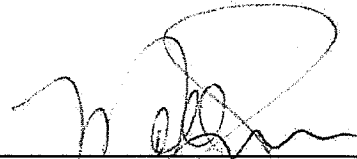
is a true copy of which is here to
attached, was published in its issue
dated the 31 day of

JANUARY 2009

and was published again in the
issues of said newspaper dated:

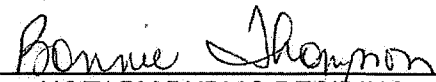
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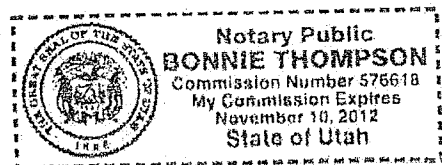
for
a total of 2 insertion(s).


Molly Jones

Subscribed and sworn before me

this 9th day of
February 2009.


NOTARY PUBLIC RESIDING
AT WASHINGTON COUNTY



ST. GEORGE OFFICE
285 West Tabernacle Street, Suite 300, St. George, UT 84770
(435) 674-6200 FAX 674-6265
CEDAR CITY OFFICE
100 W. Cedar City, UT 84720
(435) 586-7646 FAX 586-7471



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO CA 95814-2922

Copy

REPLY TO
ATTENTION OF

February 25, 2009

Regulatory Division (SPK-2009-00243-SG)

Utah Department of Transportation Region 4
Attn: Kim Manwill
1345 South 350 West
Richfield, UT 84701

Dear Sir or Madam:

We are responding to your consultant's request for an approved jurisdictional determination for the Dixie Drive Interchange Project. This approximately 130-acre site is located in Section 1, Township 43 South, Range 16 West, and Section 6, Township 43 South, Range 15 West, Salt Lake Base and Meridian, Latitude 37.07583 North, Longitude -113.58708 West, City of St. George, Washington County, Utah.

Based on available information, we have determined the following waters from the "Delineation of Waters of the U.S." prepared by HDR Engineering, June 26, 2008, to be jurisdictional:

Wetland ID	Size (acres)
Wetland ID #A (SPK200900243A)	0.16
Wetland ID #B (SPK200900243B)	0.10
Wetland ID #C (SPK200900243C)	9.9
Wetland ID #D (SPK200900243D)	3.4
Wetland ID #F (SPK200900243F)	3.2
Ditch 1 (SPK200900243K) Ditch 1	0.06

Approximately 16.82 acres of waters of the United States, including wetlands, are present within the survey area. These waters are regulated under Section 404 of the Clean Water Act, because they meet the criteria for either wetlands or waters of the U.S.

The following waters are non-jurisdictional because they do not meet the criteria of either wetlands or waters of the U.S. because they have been constructed solely in upland areas and do not significantly impact Traditional Navigable Waters or have a "significant nexus":

ID #	Size (acres)
#E (SPK200900243E)	0.90
#G (SPK200900243G)	0.40
#H (SPK200900243H)	0.60
#I (SPK200900243I)	0.70
#J (SPK200900243J)	0.20
Ditch 2 (SPK200900243L)	0.03

This verification is valid for five years from the date of this letter, unless new information warrants revision of the determination before the expiration date. This letter contains an approved jurisdictional determination for your subject site. If you object to this determination, you may request an administrative appeal under Corps regulations at 33 CFR Part 331.

A Notification of Appeal Process (NAP) fact sheet and Request for Appeal (RFA) form is enclosed. If you request to appeal this determination you must submit a completed RFA form to the South Pacific Division Office at the following address: Administrative Appeal Review Officer, Army Corps of Engineers, South Pacific Division, CESPD-PDS-O, 1455 Market Street, San Francisco, California 94103-1399, Telephone: 415-503-6574, FAX: 415-503-6646.

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 CFR Part 331.5, and that it has been received by the Division Office within 60 days of the NAP. Should you decide to submit an RFA form, it must be received at the above address by 60 days from the date of this letter. It is not necessary to submit an RFA form to the Division Office if you do not object to the determination in this letter.

You should provide a copy of this letter and notice to all other affected parties, including any individual who has an identifiable and substantial legal interest in the property.

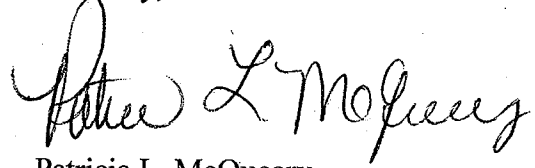
This determination has been conducted to identify the limits of Corps of Engineers' Clean Water Act jurisdiction for the particular site identified in this request. This determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

We appreciate your feedback. At your earliest convenience, please complete our customer survey at http://www.spk.usace.army.mil/customer_survey.html. Your passcode is "conigliaro".

Please refer to identification number SPK-2009-00243-SG.

-SG in any correspondence concerning this project. If you have any questions, please contact Patricia L. McQueary at our St. George Regulatory Office, 321 N Mall Drive, L-101, or email at patricia.l.mcqueary@usace.army.mil, or telephone at 435-986-3979.

Sincerely,

A handwritten signature in cursive script, appearing to read "Patricia L. McQueary".

Patricia L. McQueary
Chief, St. George Regulatory Office

Enclosure(s)
Appeals Form
JD Forms

HDR Engineering, 3995 South 700 East, Suite 100, Salt Lake City, UT 84107
Horrocks Engineers, One West Main Street, American Fork, UT 84003
Jared Barton, Utah Department of Transportation Region 3, 1345 South 350 West,
Richfield, UT 84701

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: Utah State Department of Transportation	File No.: SPK-2009-00243	Date:
Attached is:		See Section below
INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)		A
PROFFERED PERMIT (Standard Permit or Letter of permission)		B
PERMIT DENIAL		C
APPROVED JURISDICTIONAL DETERMINATION		D
PRELIMINARY JURISDICTIONAL DETERMINATION		E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at <http://www.usace.army.mil/inet/functions/cw/cecwo/reg> or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the DISTRICT engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the DISTRICT engineer. Your objections must be received by the DISTRICT engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the DISTRICT engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the DISTRICT engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the DISTRICT engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the DIVISION (not district) engineer (address on reverse). This form must be received by the DIVISION engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the DIVISION (not district) engineer (address on reverse). This form must be received by the DIVISION (not district) engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the DIVISION (not district) engineer (address on reverse). This form must be received by the DIVISION engineer within 60 days of the date of this notice. Exception: JD appeals based on new information must be submitted to the DISTRICT engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact:

DISTRICT ENGINEER

Sacramento District, Corps of Engineers
Attn: Patricia L. McQueary, Project Manager, Regulatory Division
321 N Mall Dr Suite L-101
435-986-3979, FAX 435-986-3981

(Use this address for submittals to the **DISTRICT ENGINEER**)

If you only have questions regarding the appeal process you may also contact:

DIVISION ENGINEER

Army Engineer Division, South Pacific, CESPD-CM-O
Attn: Tom Cavanaugh, Administrative Appeal Review Officer, Army
Corps of Engineers, CESPD-PDS-O, 1455 Market Street, San
Francisco, CA 94103-1399 (415-503-6574, FAX 415-503-6646)

(Use this address for submittals to the **DIVISION ENGINEER**)

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

Date:

Telephone number:

Signature of appellant or agent.



State of Utah

JON M. HUNTSMAN, JR.
Governor

GARY R. HERBERT
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

March 5, 2009

Mr. Edward Woolford
Federal Highway Administration, Utah Division
2520 West 4700 South, Suite 9A
Salt Lake City, Utah 84118

Subject: UDOT Project No. S-I15-1(77)6
Environmental Assessment: I-15; Dixie Drive Interchange, St. George, Utah
Section 4(f) *de minimis* Impacts Finding Concurrence Request

Dear Mr. Woolford:

The purpose of this letter is to request your concurrence with the Utah Department of Transportation's (UDOT) recommendation that, pursuant to Section 6009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the associated Federal Highway Administration (FHWA) guidance dated December 13, 2005, a Section 4(f) *de minimis* impact finding is appropriate for the following publicly owned recreation resources affected by the subject project: South Gate Golf Course, Hilton Drive Trail, Virgin River Trail, and Confluence Trailhead.

The project is funded entirely by state money except for \$500K of federal money through the Dixie MPO for the environmental phase. Since the project includes modification to I-15, it will need to meet federal requirements and will require approval through FHWA.

In cooperation with FHWA, the Utah Department of Transportation (UDOT) has initiated an Environmental Assessment (EA) together with an Interchange Justification Report (IJR) that will consider the construction of a new interchange on I-15 (at approximately Mile Post 5 in St. George, UT) and the construction of and/or improvements to associated connecting roadways. The project includes:

- A new Interchange on I-15 at approximately Dixie Drive (Mile Post 5) that would be interconnected with the Bluff Street Interchange through a system of one-way collector/distributor roads.
- A new seven lane roadway that would connect the Dixie Drive Interchange to the road network on the west side of I-15.
- A new roadway to just beyond the Dixie Convention Center where it will connect to the existing 270 East.

Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. 303) requires special effort to preserve public park and recreation lands, wildlife and waterfowl refuges, and historic sites. According to 23 CFR 774.1, the Administration may not approve the use of a Section 4(f) property unless the Administration determines:

- There is no feasible and prudent avoidance alternative to the use of land from the property; and the action includes all possible planning to minimize harm to the property resulting from such use; or
- The use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a *de minimis* impact.

For publicly owned parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that will not adversely affect the activities, features, and attributes qualifying the property for protection under Section 4(f).

The following table describes each Section 4(f) resource potentially affected by the project along with a discussion of impacts and measures to minimize harm.

	Section 4(f) Resource	Impacts	Measures to Minimize Harm
South Gate Golf Course	The South Gate Golf Course is located at 1975 Tonaquint Drive and is owned and managed by St. George City. The course is an 18-hole, 6,100-yard par-70 layout. Part of the front nine lies within the Santa Clara River floodplain. Holes are located on both sides of the Santa Clara River with two pedestrian/golf cart bridge crossings over the river.	Construction of the Dixie Drive Interchange project would impact the following activities, features, and attributes of the South Gate Golf Course: <ul style="list-style-type: none"> • The proposed project would require 13 acres of the golf course area to be acquired for roadway improvements, impacting three holes. 	<ul style="list-style-type: none"> • The project will assist in the relocation of the golf course whether by acquiring right-of-way, participating in construction, or other means as determined by UDOT and The City of St. George.
Hilton Drive Trail	The Hilton Drive Trail is a 10-ft wide paved trail that is approximately 1.5 miles in length and runs along Hilton Drive west of I-15. It is owned and managed by St. George City. It connects the Virgin River Trail to J.C. Snow Park and is accessible from the Park, the Virgin River Trail, or the Confluence Trailhead near the Dixie Center. The trail crosses beneath I-15 at the Santa Clara River bridges.	Construction of the Dixie Drive Interchange project would impact the following activities, features, and attributes of the Hilton Drive Trail: <ul style="list-style-type: none"> • Approximately 3,000 feet of the Hilton Drive Trail would be impacted by roadway improvements. • The proposed Dixie Drive alignment would cross over and block the Hilton Drive Trail. 	<ul style="list-style-type: none"> • Impacted portions of the Hilton Drive Trail will be realigned and reconstructed. • A grade-separated crossing will be constructed so that the Hilton Drive Trail can cross beneath the proposed Dixie Drive roadway on the west side of I-15.
Virgin River Trail	The Virgin River Trail is a 10-ft wide paved trail that is roughly eight miles long, parallel to the Virgin River. It is owned and managed by St. George City. The trail can be accessed from three points: the Man of War Trailhead, the Confluence Trailhead, and the Riverside Trailhead.	Construction of the Dixie Drive Interchange project would impact the following activities, features, and attributes of the Virgin River Trail: <ul style="list-style-type: none"> • Approximately 1,200 feet of the Virgin River Trail east of I-15 (including 200 feet of trail located between the Confluence Trailhead and the Hilton Drive Trail) would be impacted by roadway improvements. 	<ul style="list-style-type: none"> • Impacted portions of the Virgin River Trail will be realigned and reconstructed. Retaining walls may be used to avoid impacts to portions of the trail.

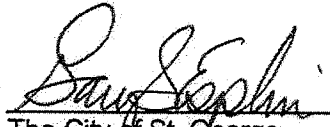
Confluence Trailhead	Section 4(f) Resource	Impacts	Measures to Minimize Harm
	<p>The Confluence Trailhead is owned and operated by St. George City. The trailhead links the Virgin River Trail, Hilton Drive Trail, and the Santa Clara River Trail. Amenities of the trailhead include paved parking, restrooms, landscaping, mature trees, an information kiosk, and a grass area with picnic tables.</p>	<p>Construction of the Dixie Drive Interchange project would impact the following activities, features, and attributes of the Confluence Trailhead:</p> <ul style="list-style-type: none"> • Access to the trailhead would be blocked by the east segment of Dixie Drive. • The project would impact 0.3 acres. • 40 parking stalls would be impacted. • The Restrooms structure and kiosk would be impacted. • Mature trees and landscaping would be lost within the project limits 	<ul style="list-style-type: none"> • A grade-separated structure for Dixie Drive over Convention Center Drive will be constructed in order to maintain vehicular, bicycle, and pedestrian access to the Confluence Trail Head. • The restroom structure and kiosk will be relocated or replaced and trailhead parking will be provided, according to designs to be agreed upon with the City of St. George. • The replacement trailhead landscaping will be sufficient to replace lost mature landscaping.

Based on the impacts and measures to minimize harm described in this letter, UDOT suggests that pursuant to Section 6009 of SAFETEA-LU and associated FHWA guidance dated December 13, 2005, the effects of the proposed project on the South Gate Golf Course, Hilton Drive Trail, Virgin River Trail, and Confluence Trailhead do not "adversely affect the activities, features, and attributes" of the resources and result in a *de minimis* impact finding.

An opportunity for public review and comment on the proposed impacts and measures to minimize harm to the South Gate Golf Course, Hilton Drive Trail, Virgin River Trail, and Confluence Trail Head was provided through issuance of a public notice on January 30 and 31, 2009 in the St. George Spectrum newspaper. The comment period was open from the date of issuance through March 1, 2009. No comments were received in response to the public notice.

The City of St. George (which has jurisdiction over the South Gate Golf Course, Hilton Drive Trail, Virgin River Trail, and Confluence Trailhead) has concurred with UDOT's assessment that implementation of the Dixie Drive Interchange project, including measures to minimize harm, would not have an adverse effect on the activities, features, or attributes of these resources (see below).

Concurrence:


 The City of St. George
 Gary Esplin, City Manager

Date:

3/7/09

Based on the foregoing analysis, it is UDOT's recommendation that a Section 4(f) *de minimis* impact finding be approved by FHWA for the South Gate Golf Course, Hilton Drive Trail, Virgin River Trail, and Confluence Trailhead affected by this project. Your signature below will indicate FHWA's concurrence with this finding.

Should you have questions concerning this matter, please contact me at (435) 893-4714 or randalltaylor@utah.gov.

Sincerely,
THE UTAH DEPARTMENT OF TRANSPORTATION



Randall Taylor
Environmental Engineer, Region 4
1345 South 350 West
Richfield, Utah 84701



Digitally signed by Edward T. Woolford
DN: cn=Edward T. Woolford, o=Federal Highway
Administration, ou=Environmental Program
Manager, email=Edward.Woolford@DOT.gov, c=US
Date: 2009.03.11 07:33:40 -06'00'

Concurrence: _____

Edward Woolford
Federal Highway Administration

Date: _____



**U.S. Department
Of Transportation
Federal Highway
Administration**

Utah Division

2520 West 4700 South, Ste. 9A
Salt Lake City, UT 84118-1847

March 9, 2009

File: F-I15-1(177) 6

Kim Manwill, Project Manger
Utah Department of Transportation, Region 4
1345 S. 350 W.
Richfield, UT 84701

SUBJECT: Dixie Drive Interchange Concept

Dear Mr. Manwill:

We have reviewed the Utah Department of Transportation's engineering and operations information for the new interchange on I-15 at Dixie Drive in Saint George, Utah. We have determined the concept is acceptable to be included in the NEPA document.

Final approval will occur after NEPA, and upon review of the final Access Justification Report.

Sincerely yours,

Roland Stanger

Digitally signed by Roland Stanger
DN: cn=Roland Stanger, o=FHWA,
ou=Utah Division,
email=Roland.Stanger@dot.gov, c=US
Date: 2009.03.09 16:44:02 -0600

Roland Stanger
Safety and Region 4 Area Engineer

cc:
Stan Jorgensen, Horrocks Engineering

**MOVING THE
AMERICAN
ECONOMY**

